DIGITALIS WON'T SAVE THE BULLS

Wheat Market Boosters Give Up the Ghost and Acknowledge It is All Over.

FEAR MARCH WILL MAR CROP

Fine Prospects Now May Be Impaired in the Next Six

Weeks.

CHICAGO, February 18.-More than any other time since the wheat of the crop of 1905 began to move, the domestic and foreign influences seem to have conspired Heved there was still a chance to put some bull tonic into the market with success. The nitro-glycerine, strychnine digitalis stage was reached last week. Each of them failed in turn and this week the buils gave up the ghost and sc-

knowledged it was all over with them.
Guided by the information at hand at present, it looks as if severe damage to the growing winter wheat crop in this country would be the only thing potent to move up prices from around the present level and that possible contingency is yet to be developed, according to the best advices from the regions of the wheat fields.

March is the time most feared to the making or marring of a winter wheat crop. The present fine prospects might be impaired fifty per cent. In the next six weeks, but not many traders do business on the horoscope of the astrologer or any of his kind. When the situation is looked at close range with the legitimate conditions at home and abroad in mind, the outlook is not at all flattering for a higher range of values.

There were great possibilities of damage in the cold wave of a week ago, but the fact seems to be that the crop was impaired only in very small areas, not affecting the sitiation in a large sense. Certainly there was not enough evidence of injury to enter seriously into present or future calculations.

There was scarcely a note of cheef for the buils from the other side of the ocean during the latter part of the week. The markets fell in Great Britain and on the continent and the fall seemed to be for good and sufficient reasons. There was no disposition to single out this country for supplies for the simple reason that enough wheat was forthomisfrom other sources at more favorable terms. Even Manitoba, which has several entity the advantage of the States, stood little show of sharing in the foreign business. There was too much wheat coming out of Russia and Argentine.

Conservative statisticians are pretty well agreed that all the indications are now for a large surplus from this crop to be carried over into the next crop year. This conclusion is reached after the most liberal allowance is made for export and flour business during the remainder of the crop year until the middle of July. Clearances for the year show an enormous increase ove

with no adequate outlet, that discourages the buils.

For weeks it has been popularly supposed among the trade that India is to be reckoned out of the equation as an exporter this year, and now comes the English authority most widely credited with the estimate that India will have an exportable surplus of 32,000,000 bushels. Russia is erratic in her shipments, but she is still a big factor in the world situation, thereby belying the theories on which so much store was set a few weeks ago.

The pessimist has been heard from in Argentine, saying the surplus there is as low as 67,000,000 bushels, but his word is discounted and the volume of expert business going in the South American republic is the best possible evidence of an abundance of supplies. The shipments for the week were 3,605,000 bushels, compared with 2,333,000 bushels the like week a year ago.

Dututh is gaining stocks right along

fore and 3,24,000 busilels the like week a year ago.

Duluth is gaining stocks right along more rapidly than Minneapolis is losing them. According to a Duluth authority, "the total available stocks in the Northwest can be placed around \$2,000,000 bushels, including the Minneapolis and Duluth present stocks of 20,000,000 bushels. This will go out phout as follows: Minneapolis and country mill consumption, 00,000,000 bushels; Minneapolis shipments, 5,000,000 bushels; Minneapolis shipments, 5,000,000 bushels; Minneapolis shipments, 5,000,000 bushels; Minneapolis shipment from Duluth, or to carry into the next crop; and it is doubtful if Duluth can ship that amount without the assistance of an export demand."

can ship that amount without the assistance of an export demand."

The flour demand is nothing to brag about. With all these depressing influences, prices of wheat do not seem to be considered high. Small depressions are followed by buying operations which keep values from breaking severely.

The natural duliness in the corn and cats markets is emphasized by that of wheat, and there are few features worthy are mention regarding these cereals. The

THE WEEK IN WALL STREET.

THE STOCK MARKET OF THE WEEK.

The following table shows the week's highest, lowest and closing prices, individual sales and net changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1905 and for 1905:

Railway and Miscellaneous Shares.

	2H5010		Secretary P	Rallway and Miscellaneous Shares	NEW YORK		To-Market Market		
1	906.	19	06.	Week	ending	Februa	ry 17th. Net		
High.	Low.	High.	Low.	Sales.	High.	Low.	Close, ch.		
11174	70	11844	10834	Amalgamated Copper682,900	1181/4	1101/4	1101/4- 6		
2914	20	3414	2414	American Agr. Chem 1,500		291/4	30 - 114		
4354	21	471/4	2014	Amer. Car and Foun 53,800	4616	4254	42% — 1% 102 — 1		
10434	911/4	105	991/8	Amer. Car and Foun., pr., 800	103	102	102 - 1		
40%	27%	441/4	35	American Cotton Oll 7,700	3814	25	35 - 2%		
14	434	114	9	Amer, Grass Twine 500	91/2	9	9 - 5		
7614	33	781/4	7014	Amer. Locomotive 25,500	75%	701/4	71%- 3%		
1224	103%	12014	116	Amer. Locomotive, pr 400	116%	116	116 - 1/2		
170%	7944	174	161	American Smelting247,900	16696	16114	1631/6- 1/4		
137	11114	130	12414	American Smelting, pr 3,800	126	123	123 - 24 101%- 14		
102	97%	10152	100%	Amer. Smelt. Sec. pr. B 500	101%	101	101%- 1/6		
250	163	220	220	American Snuff 100	220	23)	220		
18%	674	1514	1114	Amer. Steel Foundry 2,000	1274	1134	111/6-1%		
671/4	351/4	1314	4714	Amer, Steel Foundry, pr. 1,000	49	4714	471/4- 21/4		
170	120	167%	157	Atlantic Coast Line 9,600	165%	160	160 - 3		
117	10014	117	109%	Baltimore and Ohio 36,000	1141/4	*1091/4	*109% 1%		
100	95%	9916	98	Baltimore and Ohio, pr 109	99	. 99	99		
601/4	451/4	6234	5434	Chesapeake and Ohlo 21,000	5954	5514	5514-4		
145	60	199	128	Fed. Min. and Smelt 300	190	190	190		
11014	75	11254	104	Fed. Min. and Smelt., pr 4,300	10934	100	106 - 2		
10714	101	1061/2	10514	General Chemical Co., pr 200	100	106	106		
2514	1816	2514	22	International Paper 4,200	2334	22	22 - 1%		
8814	76	90	84	International Paper, pr 2,400	87	84	841/4-3		
157%	13414	1561/4	147%	Louisville and Nashville 36,900	151%	14654	147 - 274		
8914	2434	95%	80	National Lead 32,200	88	83	831/2-1		
1111/4	975m	10614	103	Natnoal Lead, pr 2,000	105	105	105 - 11/4		
167%	136%	15654	14714	New York Central127,800	1531/4	1471/4	147%- 3		
881/4	76	931/4	85	Norfolk and Western 19,200	891/8		87 - 1%		
148	1311/2	14734	13844	Pennsylvania Railroad134,100	142	13874	18976— 256 5876— 314		
58%	34	6458	531/4	Pressed Steel Car 14,400	6214		58% 31/4		
10114	. 87	106	100	Pressed Steel Car, pr 1,600	102	1001/4	100%- 2%		
361/8	15	- 39	32	Republic I. and S 12,500	35	32	32 - 3		
108	67	1104	1041/2	Republic I. and S., pr 3,600	107%		105 - 244		
115%	60 -	9714	84	Sloss-Sheff, S. and I 7,500	89	84	84 - 5		
33	28	42%	2534	Southern Railroad158,200	4094	3714	37%— 2% 90 — 2		
10214	95	103	99	Southern Railroad, pr 3,300	1001/2	93	99 - 2		
148	68	165	129	Tennessee Coal and Iron 3,900	15514	152	152 5		
4814	1974	53	465%	U. S. Cast Iron P. and F 6,500	48%	4514	4514-31/		
97%	79%	9634	93	U. S. C. I. P. and F., pr 700	931/4	93	93 - 11/4		
6814	33%	581/2	491/4	United States Rubber 9,300	52%	491/4	491/4 31/6		
11814	9836	115	10514	U. S. Rubber, 1st pr 1,400	110%	10514	1081/2-11/2		
83%	75	871/2	7914	U. S. Rubber, 2d pr 900	811/2	79%	79% 11/2		
4314	247/8	4614	40%	United States Steel575,300	4434	40%	4114- 316		
107	90%	1131/4	105	United States Steel, pr124,500	10915	106	106% - 31/8		
68%	2842	58	44	VaCar, Chemical 15,500	61%	47	47%- 4		
1184	108%	1171/2	114	VaCar, Chemical, pr 200	115	115	115 + 14		
531/2	36	561/2	45	Virginia Iron C. and C 1,500	5244	45	46 - 716		
*Ex-dividend.		end.	Total sales for the week, 5,327,700 shares,						

Rallway	and	Miscellaneous	Bonds.

High, Low. \$1,000.	CI CI	ose. ch.							
84 78% 739 American Tobacco four 117% 114% 25 American Tobacco sixes	8	8%— 1% 5%— 1%							
174, 1144, 215 American Tobacco sixes 1724, 10144, 24 Atlantic Coast Line for 1724, 10145, 24 Atlantic Coast Line, L. 1724, 27 Baltimore and Obio prior	rs 10214 102 10	2 - 1/							
1021/2 1011/2 44 Atlantic Coast Line for 951/4 941/4 39 Atlantic Coast Line, L.	and N. fours 96 94% 9	12 - 1/4 1 15 - 1/4 1							
85¼ 94 27 Baltimore and Ohio prio 105¼ 103 42 Baltimore and Ohio gold	r Hen 3½s 94½ 94 9 1 fours 104½ 104½ 10	4 - 1/2							
10514 103 42 Baltimore and Ohio gold	fours 104% 104% 10	4%							
99% 97% 71 B. and O., P. L. E. and 92 91% 3 B. and O., P. J. and M. 924 91 30 B. and O., S. West, dly	W. Va. fours 99 98% 9 div. 348 91% 91% 9	0 - 1/4							
924 91 30 B. and O., F. J. and M.	314s 9214 92 9	214+ 14							
1144 1134 8 Central of Georgia Rail									
97 934 57 Central of Georgia Rail	way first inc 97 861/2 9	5%+ 14 1							
87 8014 154 Central of Georgia Rail	way second inc 87 86 8	61/4+1							
83 751/2 176 Central of Georgia Rail	way third inc 83 8116 8	914 14							
119½ 118½ 14 Chesapeake and Ohio co 109 107¾ 15 Chesapeake and Ohio ge	on, fives	91/2 1/2 87/8 + 1/8							
83% 79% 35 Con. Tobacco fours	79% 79% 7	9% 114							
160 97 20 International Paper firs	t fives 98 974 9	774-1							
110% 107% 40 International Paper fire	st sixes 108 108 10	6							
1 1641/ 1001/ 90 T 1 No 101	104 10017 10	812 14							
1944 1934 20 Louisville and Nashville 95 954 7 L. and N. So. Monon 1 1994 984 38 Louisville and Nashville 1902 1994 18 N. Y. C. and H. R. d. f. 1994 58 21 N. Y. C. and H. R. gen. 24 2944 16 N. Y. C. L. S. col. tr. 1914 594 25 N. Y. C. L. S. col. tr. 3 1915 1916 1917 1917 1918 1918 1918 1918 1918 1918	oint fours 96 9514 9	6							
100% 98% 38 Louisville and Nashville	oint fours 96 9514 9 col, tr. fours 9934 9956 9	grat Na							
102 100% 18 N. Y. C. and H. R. d. fe	ours, 1934 102 1011/2 10	15 1/2 1814— 34							
99% 98 21 N. Y. C. and H. R. gen.	3140 99 9814 9	814- 36							
93 8914 16 N. Y. C., L. S. col. tr.	3148 8914 89 8	914- 14							
91½ 89 26 N. Y. C., L. S. col. tr. 3 31 89½ 5 N. Y. C., M. C. col. tr.	37 ₆ 2	914 114							
10514 10414 2 N. Y. C. and St. Louis f		514							
111 107% 1 Norfolk and Southern fi	rst fives	1 + 3							
100 100 4 Norfolk and Western co	n. fours, reg 100 100 10	0 7 334							
102% 161% 18 Norfolk and Western co	on. fours 101½ 101¼ 10 np. ext. sixes 130¾ 130¾ 13	014-1% 104-1% 43+ 3							
130% 130% 2 Norfolk and Western in 95% 94% 9 Norfolk and Western, P	np. ext. sixes 130% 130% 13 o. C. and C. fours 94% 94% 9	174 1 144							
		dy.							
106% 101% 50 Pennsylvania Raliroad	conv. 345 1034 1014 10	2 - 14							
101 98 236 Pennsylvania Railroad 3	348, 1915 9936 9739 9	714-214 114							
114% 114 2 Richmond and Danville	COIL SIXES 114/2 114/2 11	12							
92 894 32 Seaboard Air Line fours 1194 118 50 Southern Railroad con.									
984 974 4 Southern Railroad, M. a	nd O. div 971/2 971/4 9	714							
99% 98 51 Southern Railroad, St. 1	Louis div. fours 99 99 9	9 - 1/4							
1011/2 97% 12 T. C., L and R. R. gen.	fives 101% 101 10	114+ 14							
99% 96% 817 United States Steel five 101½ 101 5 Virginia-Carolina Chem	s	11/4+ 1/4							
97 91% 7 Virginia Coal and Coke	ical fives 101¼ 101¼ 10 fives 96¼ 95 1	5 - 184							
Total sales for the week, including \$1,6		rnment							
bonds, were \$12,210,000.	THE RESERVE THE PERSON NAMED IN COLUMN TO SERVE THE PERSON NAMED I	AMERICA DIO							
Control of the life of the second second black		-							
ports for the week were something over	is understood that buyers will tal	te more							
4,000,0000 bushels. Some dispatches from	at 60 cents, but producers seem	to be I							
important Eastern consuming centers are	averse to selling at any price. T	he light							
that these points have an ample supply	receipts of spirits for the week	and the							
of corn for the present. Milder weather	heavy shipments have reduced the	e stock							
has narrowed the feeding operations	to a very low point. Small receip	ts made							
again, a fact which does not help the	it impossible for factors to fill	the de-							
price question. Seaboard clearances since	mand at one time, and so the	e Tank							
July 1st show an excess of 70,000,000 bush-	Company sold a part of its holding	s, some							
els, and are still of considerable volume,	at 68 cents and others at 69. Th	e policy							
but the crop was a record-breaker, need-	of the company prevents it from	enter-							
ing unusual consumptive demand and	ing the market, however, until	all the							
feeding scope to care for the bulk of it.	offerings of factors have been cler	ared up.							
Reports Friday of a sale of 30,000 bushels	The rosin market, too, has d	isplayed							
of oats for direct export from Minneapo-	a sharp tendency to advance es								
lls by way of the gulf proved a tempo- on the common grades. These are now									
rary tonic in that market. Nebraska quoted so cents higher than the low									
reported that a large part of the supply mark prevailing some ten days ago, and there had been cleared out. Export busi- on Monday all grades from G and below									
there had been cleared out. Export busi-	will be quoted at \$4.00-	a nelow							
ness is not on a large scale. Stocks are will be quoted at \$4.00. The advance still piled up barn high and the inroads also affected many of the pale grades,									
on them are slow. and both water white and window glass									
on them are slow. Provision values were depressed some-	are now at a new high record	for the							
what by the break in the prices of grain	history of the naval stores trad	e. The							
THE WALLE WINGE THE PRIVER OF BLAIR		The same of the sa							

rary tonic in that market, Nebraska reported that a large part of the supply there had been cleared out. Export business is not on a large scale. Stocks are still piled up barn high and the inroads on them are slow.

Provision values were depressed somewhat by the break in the prices of grain at the end of the week, but a new high price record was scored earlier. On the basis that packers usually figure the price of pork, side meat and lard is low. Packing for the week at Western points fell off 55.00 from the previous week. A meat off 55.00 from the previous week. A ment famine is reported from Germany, Bel-gium and Holland, fancy prices failing to bring results from American packers.

NAVAL STORES MARKET. Spirits Advance to a New High Level.

(Special to The Times-Dispatch.)
SAVANNAH, GA., February 17.—Developments in the Savannah naval stores market for the week ending to-day were of more than usual interest, spirits having advanced to a new high level for the considered high. Small depressions are followed by buying operations which keep values from breaking severely.

The natural duliness in the corn and the markets is emphasized by that of theat, and there are few features worthy of mention regarding these cereals. The receipts of corn are nearly double what they were at this time last year, and the demand is not strong emough to take care of offerings as they appear. Exprevious price offered was 58 cents, It

FINANCIAL.

EACH RENTER OF A SAFE DEPOSIT

In the Vaults of THE STATE BANK OF VIRGINIA, Richmond, Virginia,

furnished with two keys, and no one but himself can have access to it, unless a substitute is specially authorized by

COPPER SOARS TO DIZZY HEIGHTS

Amalgamated Quoted Last Week at the Highest Price It Has Reached in Years.

RAPID RISE IN TIME MONEY

Situation Suddenly Jumps Into Prominence Owing to Low Condition of Surplus.

NEW YORK, February 18.—Two things which Wall Street had looked forward to for a long while happaned last week The first one was the announcemen of the long talked-of copper deal between H. H. Rogers and Heinze, representing the Amalgamated Copper Com pany and the United Copper Company, respectively, and the other was the dec aration of a dividend on Union Pacific at an increased rate.

The announcement of the copper deal vas made after the market had closed. and Anaconda and Amalgamated Coppers were marked up to dizzy heights in London, while the bulk of New York oper-

norning in a whirl of excitment, with

morning in a whirl of excitment, with Amalgamated Copper quoted at the very highest price it has touched in years. As soon as copper scored its advance profit-taking became evident, and as a result that stock has declined almost continually ever since.

The Union Racific dividend was also saized upon as a good opportunity to take profits on long stocks.

The entire professional element afterward turned bearish on the ground that all the good news was out, and that there was nothing else left with which to stimulate the market. The result is that the whole week's market has been one of declining values and sagging prices.

one of declining values and sagging prices.

The short session of Saturday was a continuation of the decline which set in during the early part of the week.

After a dull, sagging opening the market developed weakness under continued selling of long holdings and sharp recessions were recorded in different quarters of the list. Rallies were unimportant until the appearance of the bank statement which was considerably better than had been expected.

Some short covering at this time resulted in recoveries of a point in numerous issues but heavy selling was again in evidence and lowest prices were reached in the last few minutes of trading.

Bank Statement.

The decrease in loans of \$9,616,600 show

The decrease in loans of \$3,616,900 shown by the bank statement was anticipated as a result of the large loans made during the week by foreign bankers. The decrease in cash of \$3,233,100 in only about half of the loss indicated by the reported movements of currency. The discrepancy, of course, is due to unreported receipts from local sources.

The decrease in deposits of \$12,317,900 is \$33,900 less than the sum of the decreases in loans and cash, which is a fairly good balance.

The reserve required is \$3,279,450 less than last week. Deducting this from the loss in cash, the surplus is diminished by \$153,650. The surplus now is \$5,789,925, comparing with \$9,204,425 in 1905, \$27,506,600 in 1904, \$9,041,675 in 1903, \$12,456,650 in 1902, \$14,546,675 in 1903, \$12,456,675 in 1903, \$34,373,825 in 1899.

Not counting reserve against United States deposits the surplus is \$7,917,200.

The money situation has suddenly jumped into prominence, owing to the very, low condition of the surplus reserves of the associated banks and the rapid rise in time money from 41-2 per cent. to 51-2 per cent. Call money so far has falled to reflect this situation as much as time funds, although the rate in call rates has been fully one per cent. Fears of a coal strike have also operated to check buil operations, although in well-informed quarters such a strike is not considered probable.

General nustness conditions continue

General pusiness conditions continue as heretofore, most excellent—railroad earnings, bank clearings, iron production and consumption and all other signs by which business prosperity is usually measured, continuing at the top notch.

General sentiment in Wall Street continues the recognition of the built process. General sentiment in wall street con-tinues thoroughly favorable to the bull side of the market for a long pull, but commission houses, as a rule, are greach-ing caution, feeling that the mondy str-uation is such as to admit of no rise of importance in the next few weeks.

Wreck Near Chatham.

and both water white and window glass are now at a new high record for the history of the naval stores trade. The demand has come from domestic and export sources, and the advance was made by legitimate means and not manipulation.

The following are the official figures of receipts and shipments for the week, month and season:

1906.

Receipts: Spirits. Rosin. Spirits. Rosin. Week... 648 9,125 506 4,720 Month. 2,094 29,772 1,354 17,179 Season. 201.785 657,544 171,864 687,133 Shipments: Wreck Near Chatham.

(Special to The Times-Dispatch.)
CHATHAM, VA., February 18.—Southbound local freight train of the Southern was wrecked three miles north of Sycamore Saturday, demolishing seven cars and blocking the line for fifteen hours. Conductor John Hughes, of Tye River, was seriously injured internally. Flagman Abner Mattox, of Franklin Junction, was slightly injured.

The wreck was caused by the front car breaking down.
 Shipments:
 3,452
 16,616
 1,609
 6,895

 Month.
 8,574
 35,707
 5,391
 31,904

 Season.
 199,180
 618,755
 160,132
 570,511

 Stock
 8,005
 64,124
 18,227
 61,172

Banking News.

ing.

The Bank of Parrott, Ga. Paid capital \$15,000. To commence business March

president.

The Bank of Jonesboro, Ga. D. B.
Blalock is now cashier.

The Citizens' Bank of Batesburg, S. C.
A. C. Jones is now cashier; M. W. Perry,
assistant cashier.

Miscellaneous-The Bank of Oglethorpe Ga. C. J. Dunn, cashier, is dead.

The Columbia Sails.

Activity in banking circles in States near Richmond is shown by the weekly report of the local branch of R. G. Dun and Company. New State banks, private banks and Trust Companies: The Bank of La Grange, N. C. Organiz-GEO. T. KING & CO. Stock Brokers

1104% E. Main St., Richmond, Va.

Richmond Grain and Cotton Exchar STOCKS, COTTON AND GRAIN The Citizens' Bank of Rutherfordton, N. C. Pald capital \$13,000. H. L. Carpenter, president; J. D. Morris, vice-president; A. L. Grayson, cashler.
Changes in Officers—The People's Bank of Calhoun, Ga, W. F. Shagle is now president. Fractional Lots a Specialty,
Close Attention to Out-of-Town Accounta
Private Wires, New York-Chicago,
and Wall Street Ticker.

Private Long Distance Phone to N. Y. Leading Financial, Grain and Cotton Papers on File.

Strangers visiting the city are invited to make our office their headquarters, and have their mail and wires sent in our care.

MEETINGS.

Marine Insurance Company,
Richmond, Va., February 8, 1906.
ANNUAL MEETING.—THE REGULLAR
annual meeting of the stockholders of
this company will be held at the company's office, No. 1915 East Main street,
Richmond, Va., on Tuesday, the 20th instant, at 12 o'clock M.
WILLIAM H. McCARTHY,
Secretary, (Special to The Times-Dispatch.)
NORFOLK, VA., February 18.—The
United States cruiser Columbia left here
to-day, for Newport, R. I. The tug Mohawk took 425 men from the receiving
ship Franklin and put them aboard of
the cruiser to be transferred from this
station to Newport.

REAL ESTATE-For Sale.

Suburban Washington.

Invest In Washington Real Estate or Suburban Washington,

as there is no place in the country that shows a more steady and constant increase in value than property close to the National Capital.

We are offering lots in the Subdivision of BERWYN, within twenty minutes' ride of the United States Treasury Department IN THE HEART OF THE NATIONAL CAPITAL.

Price and terms to attract investors in property that will increase in value at a ratio where they should increase at a two-fold profit within a brief time.

The title to this property is first-class. A copy of certificate will be furnished free to every purchaser. Terms of sale, \$25 down, balance in monthly payments to suit purchaser. DEAL PLACE FOR A HOME. Ideal place for investment. Price of lot, \$400. One investor who purchased in January has sold at an advance of \$200 over what he paid.

Among the persons residing in houses in this subdivision or in the neighborhood, we mention the following: Mrs. John A. Logan, widow of the famous general of that name; Edw. Graves, of the Havenner Company and director of the Central Hank; F. A. Stier, cashier of the Lincoln National Bank; Professor F. E. Beale, of the Agriculture Department; Dr. R. E. Reyburn, and a number of others prominent in social and official life at the Capital.

Where safe investors lead, you may follow. This property will meet a ready sale, and prospective purchasers should advise us without delay.

Full and prompt information given upon inquiry. In twenty years' experience in handling real estate at the National Capital and in its vicinity, we have never offered to the public a more attractive and promising opportunity for investment in real estate values than is submitted herewith.

Martin Bros.,

(Established 1880.)
REAL ESTATE, LOAN AND INSURANCE BROKERS,
1925-27 Pennsylvania Avenue, Northwest.

AUCTION SALES, Future Days

By T. M. Wortham & Co. Real Estate Auctioneers, 18 North Ninth Street.

COURT BALE OF

Comfortable Frame Dwelling,

ing,

In the best neighborhood on Libby Hill, on Twenty-ninth, between Frankin and Grace street, fronting 33 feet 6 inches by 125 feet to 14-foot alley, with lot in the rear of said alley to Thirtieth street, with same front and 125 feet deep. House contains eight or nine good rooms, bath and is well constructed, comfortable and commodious and in every way desirable. A BARGAIN.

By virtue of two decrees of the Richmond Chancery Court, entered October 17th and 22nd, 1905, respectively, in the suit of the short style of "Cone et als. vs. Cone's devisees, et als.," the undersigned, by authority of said decree, will sell at public auction on the premises, on TUESDAY, FEBRUARY 27, 1906, AT 5 o'CLOCK P. M., the property above described, as referred to.

IF YOU WANT A HOUSE IN THE BEST NEIGHBORHOOD IN RICH-

med to.

IF YOU WANT A HOUSE IN THE
BEST NEIGHBORHOOD IN RICHMOND, YOU HAD BEST ATTEND THIS SALE.

TEND THIS SALE.

Terms—One-third cash and balance in equal payments in six and twelve months, notes at 6 per cent. and title retained until all the purchase money is paid-and conveyance ordered by court, or all cash, at the option of the purchaser.

C. D. LARUS.

Administrator d. b. n. c. t. a. of estate of E. W. Cone, deceased.

ADMINISTRATOR'S SALE.

Splendid Saw Mill, Pine and Oak Lumber; Four Tracts Standing Timber.

Will sell by public auction at Il A. M., TUESDAY. FEBRUARY 27, 1905, at Thompson's Saw Mill, in King William county, about nine miles east of Hanover Courthouse-First, a complete 30 H. P. Saw Mill almost new, with lath saw, etc., attached.

Second—Two shantles on wheels with bedding, etc., one lot corn and hay. Third—About 75,000 feet pine lumber of various sizes; about 30,000 feet oak, mostly 3-inch.

Fourth—Four tracts standing timber, First timber on 134-acre tract, known as the Richard Kelley's estate, in Caroline county. You will have until August 16, 1905, to get it off. Second, timber on 215-acre tract, known as the Frenchtown estate; will have until November 16, 1905, to get it off. Third, timber on Chastain Tuck's land right at the mill; have until July 1, 1907, to get it off. Fourth, timber on J. G. Cardwell's land near the mill; no limit of time.

Those interested please view the timber before day of sale.

Terms, cash.

R. L. McGEORGE, Auctioneer.

NEXT DAY.

(February 28, 1906.)

At J. L. Thompson's late home in Hanover county, near Elmont, at 11 A. M. will sell by public auction a fine lot of large mules and horses, cows, farm implements, wagons, harness, etc., ene good saw mill and about 200 cords pline wood, sawed ends.

Those interested in the saw mill and cord wood please see them before time

sawed ends.

Those interested in the saw mill and cord wood please see them before time of sale, as they are in the woods some distance from the house.

Terms, cash.

J. A. MALLORY, Auctioneer.

James H. Crenshaw, administrator of J. L. Thompson's estate.

MEETINGS. SOUTHERN RAILWAY COMPANY.

SOUTHERN RAILWAY COMPANY.

New York, February 2, 1806.

NOTICE IS HEREBY GIVEN THAT A general meeting of the stockholders of Southern Railway Company has been called by the Beard of Directors, and will be held at the principal office of the company in the city of Richmond, Virginia, on Wednesday, the 18th day of April, 1906, at 10 o'clock in the forenoon, for the purpose of considering an issue and sale of Development and General Mortrage Bonds by Southern Railway Company, and the creation of a mortrage upon the property of the company to secure the same, all as proposed in the communication of Samuel Spencer, president, to the Voting Trustees, dated February 1, 1906 and of acting on such other business as may be lawfully brought before the meeting. The transfer books of both preferred and common stock of this company will be closed on April 7, 1906, and opened again on April 18, 1906. By order of the Board of Directors. R. D. LANKFORD, Secretary.

Atlantic Coast Line Railroad Company,
Office of the Secretary,
February 18, 1966.

NOTICE IS HEREBY GIVEN THAT A
special general meeting of the stockholders of the Atlantic Coast Line Railroad Company has been called by the
Board of Directors, to be held at the
office of the company in the city of
Richmond, Va., at 19:30 o'clock A. M.,
on Thursday, the 8th day of March, A.
d., 1966, for the purposes of considering
and acting upon a proposition to increase the capital stock of said company to the aggregate amount of sixty
millions of deliars (350,000,000), which
proposition will be submitted for their
approval. The books for the transfer
of the capital stock of the company will
be closed on Friday, February 23, 1906,
at 3 o'clock P. M. and reopened on Friday, March 9, 1906, at 19 o'clock A. M.
H. L. BORDEN, Secretary.

THE ANNUAL MEETING OF THE Stockholders of the Virginia Hot Springs Company, for the purpose of electing Directors and loc beauting and the purpose of electing such other cases as may lawfully considered the meeting, including the approval of all of the acts of the Directors of said Company in the past year, will be held at the Office of the Company, Elighth and Main Streets, Richmond, Va., on Tuesday, February 27th, 1906, at 12 o'clock M. The transfer books will close Monday, February 19th, 1904, at 2 P. M., and remain closed until 10 A. M. Wednesday, February 28th, 1906.

FIFTY-FIVE ACRES

Snug little home, three miles from the ity. Nice comfortable outbuildings. A hoice little home for \$3,500 on ensy

CASSELMAN & CO.,

AUCTION SALES, Future Days

By Augustine Royall & Company, Real Estate Agents and Auctioneers, Office: No. 227 Hull Street, Manchester, Va.

L ARGE AND ATTRACTIVE LOT OF IMPROVED REAL ESTATE IN THE CITY OF MANCHESTER, VA., AT PUBLIC AUCTION.

IMPROVED REAL ESTATE IN THE CITY OF MANCHESTER, VA., AT PUBLIC AUCTION.

As trustees, acting under the order of the District Court of the United States for the Eastern District of Virginia, in the matter of J. H. Busby, Bunkrupi, entered February 5, 1903, and in accordance with the directions of the beneficiaries to the respective trustees in two certain deeds of trust, viz.—one from J. H. Busby and wife to A. L. Adamson, Trustee, dated February 2, 1900, recorded in the clerk's office of the Corporation Court of Manchester, Va., in D. B. 21, page 165, and the other from J. H. Busby and wife to F. Siterding and others, Trustees, dated June 22, 1904, recorded in same office in D. B. 33, page 40; we will office for all all public auction, in separate of the corporation of the corporate limits, and carried of the corporate

the auctioneers, who will take pleasure in showing it, or giving the desired information.

If the sale cannot be completed on Thesday, February 20th, 1900, then same will be adjorned from day to day, at 3 or the sale of the first of the fi

By C. L. & H. L. DENOON, Real Estate Auctoneers.

TRUSTEE'S SALE

OF Small Frame Store and Dwelling, No. 1011 Moore St.

By virtue of a deed of trust, dated June 29, 1893, and of record in Richmond Chancery Court, Deed Book 145 "a," page 178, default having been made in the payment of the debt therein secured, I will sell by auction on the premises on THURSDAY, FEBRUARY 22D, 1995, at 5 o'clock P. M., the frame store and dwelling, No. 1011 Moore Street, fronting styteen feet on the south stille of Moore

sixteen feet on the south side of Moore Street, and running back ninety feet to a ten-foot alley.

TERMS: Cash, as to expenses of sale, and to pay the debt, \$275; balance at one and two years:

C, L. DENOON, Trustee.

STEAMBOATS.

OLD DOMINION STEAMSHIP COMPANY

Night Line for Norfolk. Leave Richmond every evening (for Ash Street) at 7 P. M., stopping at Newport News on youte. Fare, 13.60 one way, 54.60 round trip, including stateroom betth; meals, 60c. aoch. Street Cars to Steamer's Wharf.

FOR NEW YORK.

Via Night Line Steamers (except Saturday)
making connection in Norfolk with Main Line
Ship, following day at 7 P. M.; also Norfolk and
Western Ry, at 9 A. M. and 4 P. M.,
making connection daily (except Sunday) A.
Norfolk with Main Line Ships sailing at 7 P.
M.

Clyde Steamship Co. PHILADELPHIA.

RICHMOND AND NORFOLK LINE. and C. Rwy. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Va. Nav. Co.'s Wharf, Rocketta. RAILROADS.

R. F. & P. Richmond, Fredericksburg & Potomac R. R.

Trains Leave Richmond—Northward
4:25 A. M.—Daily—Byrd St. Through.
4:26 A. M.—Daily—Main St. Through.
5:26 A. M.—Daily—Main St. Through.
6:26 A. M.—Daily—Main St. Through.
6:26 A. M.—Except Monday, Byrd St. Through.
7:25 A. M.—Except Monday, Byrd St. Through.
7:26 A. M.—Daily—Hyrd St. Through. Local stops.

burg Accommodation.

5:56 P. M.—Daily—Main St. Through.

6:56 P. M.—Daily—Main St. Through.

6:50 P. M.—Week Days—Elba. Ashland Accommodation.

6:50 P. M.—Daily—Byrd St. Through.

Trains Arrive Richmond—Southward.

6:50 A. M.—Week Days—Elba. Ashland Accommodation.

8:50 A. M.—Week Days—Byrd St. Fredericks—

8:50 A. M.—Week Days—Byrd St. Through.

10:50 A. M.—Daily—Byrd St. Through.

10:50 P. M.—Daily—Byrd St. Through.

6:41 P. M.—Daily—Byrd St. Through.

10:50 P. M.—Daily—Main St. Through.

10:50 P. M.—Daily—Main St. Through.

10:50 P. M.—Daily—Main St. Through.

500 P. M.—Dully—Byrd St. Through. Local Blops.
9:42 P. M.—Dally—Main St. Through. All Pluman cars.
10:50 P. M.—Dally—Main St. Through.
10:50 P. M.—Dally—Main St. Through.
10:50 P. M.—Dally—Main St. Through.
All Pullman cars.
NOTE—Pullman seeping or Parlor Cars on all above trains, except trains arriving Richmond III.50 A. M. week days, and local accourance.
The modern control of the property of

Southern Railway

SCHEDULE IN EFFECT FEB. II. 1904.

7:90 A. THAINS LEAVE RICHMOND.
Atlanta saliy—Limited—Buffet Pullman to Atlanta Control of Chase City. Oxford, Driven and Raleigh.
7:10 P. M.—Ex. Sunday—Koysville Local.
7:10 P. M.—Ex. Sunday—Koysville Local.
7:10 P. M.—Ex. Sunday—Koysville Local.
7:10 P. M.—Daily—Limited—Pullman ready 9:220
P. M.—Daily—Limited—Pullman ready 9:220
P. M.—Daily—Limited—Bullman ready 9:220
P. M.—Daily—Limited—Pullman ready 9:220
P. M.—Daily—Limited—Pullman ready 9:220
P. M.—Exer Rehmonds and Eastern points. Leave Richmons, Wednesdays and Fidlays.
7:10 P. M.—Local—Mondays, Wednesdays and Fidlays.
8:10 P. M.—Except Sunday—For West Point, Steamers call at Gloucester Point, Allmonds and Clay Bank.
8:20 P. M.—Except Sunday—Local mixed for West Point, Sunday—Local mixed for West Point, M. and 7:50 P. M.—From Charlotte, Durham and Tridays.
8:21 P. M.—From Charlotte, Durham and Fridays.
8:22 A. M.—From Charlotte, Durham and Fridays.
8:23 A. M.—From Charlotte, Durham and Fridays.
8:24 A. M.—Pally from West Point with Baitimore connections Sundays Wedesdays and Fridays.
8:25 A. M.—Pully from West Point with Baitimore connections Sundays Wedesdays and Fridays.
8:26 A. M.—Wednesdays and Fridays. 5:10 P.
8. M.—Wednesdays and Fridays. 5:10 P.
8. M. Ally, except Sunday—Free West

9:25 A. M.—Dally Library and Sundays Wedeslays more connections Sundays Wedeslays
10:56 A. M.—Wednesdays and Fridays; 5:10 P.
M., daily, except Sunday—From West Point.
C. W. WESTBURY, D. P. A., Richmond, Va. S. H. HARDWICK, W. H. TAYLOE, P. T. M.,
H. B. SPENCER, Gen'l Mgr.,
Washington, D. C.

Chesapeake & Ohio Ry. Cincinnati, Indianapolis, St. Louis, Chi-cago, Louisville, Nashville, Memphis,

2:00 p.m. and 11:00 p. m. dally. Westbound Local Trains: 7:30 a. m. and 5:15 p. m. week days. Newport News, Norfolk and Old Point, 9:00 a. m. and 4:00 p. m. daily ocal for Newport News and Old Point,

7:35 a. m. and 5:99 p. m. week days. James River Line: 10:20 a. m. daily; 5:15 p. m. week da Arrive Maine Line from West: *7:30 A. M.,

**Arrive Maine Line from West: *7:30 A. M. From
East: **10-05 A. M., *1145 A. M. *7:00 P. M.

*5:00 P. M. James River: **3:40 A. M., *6:32

*8. (*Dally; **Ex. Sunday.)

N&W Norfolk&Western

ONLY ALL-RAIL LINE TO NORFOLK. Leave Byrd-St. Station, Richmond, Daily, In Effect Jan. 24th, 1906. FOR NORFOLK: *9:00 A. M., *3:00 P.

FOR NORFOLK: *9:00 A. M., *5:00 P.
M., 7:25 P. M.
FOR LYNCHBURG, the WEST and
the SOUTHWEST: 9:05 A. M., 12:10 Noon,
9:00 P. M. Pullman Parlor and Sleeping
cars, Cafe Dining cars, Trains arrive
daily from Norfolk *11:40 *6:50 P. M.,
from the West 7:42 A. M., 2:05 P. M., 9:20
P. M.
Office ES E. Main St. *Flyer: 2 hrs. 29
minutes,
W. B. BEVILL, C. H. BOSLEY,
Gen. Pass. Agent. Dist. Pass, Agent,

ATLANTIC COAST LINE EFFECTIVE JANUARY 24th.

9:25 and 11:30 P. M.

For Goldsbore and Fayetteville, *2:53 P. M.,

Trains arrive Richmond daily: 4:17, 6:10, *8:23,

**90:43 and 11:40 A. M.; *1:09, 2:05, 8:50, 8:00

and 9:20 P. M.

· Except Sunday.

Seaboard Air Line Railway.

Scathboard Trains Leave Richmond Dally.

9:10 A. M.—Local to Norlina, Manlet and
Charlotte.

1:20 P. M.—Solid Fullman to St. Augustine.

1:20 P. M.—Solid Fullman to St. Augustine.

1:20 P. M.—Solid Fullman to St. Augustine.

1:20 P. M.—Through Pullman and coaches to Savans nath Jacksonville. Atlanta.
Birmingham and Southwest.

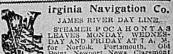
Trains Arrive Richmond Dally.

6:15 A. M.; 6:45 A. M.; 4:55 P. M.

C. S. CAMPBELL, D. P. A.

Richmond and Petersburg Electric Railway. Cars leave corner of Seventh and Parry, Streets, Manchester, every hour (on the hour) from 6 A. M. to 19 P. M. Last car 12 midulent, Cars leave Selections of Street, Marchester, Carlotter Street, every hour (on the hour) Street, every Stree

STEAMBOATS.



irginia Navigation Co.

JAMES RIVER DAY LINE.

STEAMER POC A HO NT AS LEAVES MINIAY, WEDNESLEAVES MINIAY, WEDNESLEAVES MINIAY, WEDNESLEAVES MINIAY, WEDNESTO Norfolk. Portamouth, Old
Foint, Newport News, Claremont
and James River landings, and
connecting at Old Point for Washington, Baltimore and the North State rooms reserved
for the night at moderate prices. Electric care
direct to the wharf. Fare only 11.50 and 11.

Norfolk.

orfolk.
Freight received for above-named places and il points in Eastern Virginia and North Carolina.
IRVIN WEISIGHE Gen'l, Mgr. E. A. BARHER, J. Secretary.

Merchants and Miners Transportation Co.'s Boston, Mass., and Providence, R. I. Steamers leave Norfelk for Boston Tuesday, Wednaeday, Friday and Sunday, For Providence Montasy Thursday, and Saturday at Gone Montasy Thursday, and Saturday at Mow England Points Tickets on sale at C. and O. Rwy, and N. and W. Rwy, Offices, and N., 179 East Main.

Bay Line to Baltimore,

